

MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM

Property Name: _____ Inventory Number 621-0003 PG: 854-172

Address: 13401 Crain Highway, SW, Prince George's County - in the vicinity of Brandywine

Owner: Kelk, Walter V & Carla V

Tax Parcel Number: 188

Tax Map Number: 145

Project MD 301

Agency State Highway Administration (SHA)

Site visit by SHA Staff: X no ___ yes Name: _____ Date: _____

Eligibility recommended ___

Eligibility not recommended X

Criteria ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G X None

Is property located within a historic district? X no ___ yes Name of District: _____

Is district listed?: X no ___ yes

Documentation on the property/district is presented in: Project Review and Compliance Files

Description of Property and Eligibility Determination (Use continuation sheet if necessary and attach map and photo)

13401 Crain Highway, SW is one-and-one-half stories in height and three bays in width with a one-story, one-bay wing to the west. The house is covered by a steeply pitched side gable roof. The wing, which projects beyond the building line of the façade (north), has a shallow pitched side gable roof. The main entrance is located in the eastern bay of the primary elevation. A front gable portico supported by wood posts marks the entry. Single, 1/1 double-hung, sash windows occupy the other two bays. The east elevation addresses Crain Highway.

Located near Brandywine, this house reflects patterns of residential development that characterized Prince George's County in the mid-20th century. Following the Civil War, railroads made the greatest impact upon community development in this area, particularly the completion of the Baltimore and Potomac Railroad's (B & P) main line from Bowie in Prince George's County to Pope's Creek in Charles County in 1872. Small towns, like Brandywine, grew when they became regular stops on the B & P line, and developed as service centers for the surrounding rural areas.

Towards the end of the first quarter of the 20th century, road improvements and developments contributed to Prince

Prepared by EHT Tracerics, Inc.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ___

Eligibility not recommended X

Criteria: ___ A ___ B X C ___ D

Consideration ___ A ___ B ___ C ___ D ___ E ___ F ___ G ___ None

[Signature]
Reviewer, Office of Preservation Services

10/22/99
Date

Reviewer, NR Program

Date

Page 2

George's County's community evolution. The Robert Crain Highway, constructed in 1922 and later expanded as part of U.S. 301, attracted new development to older communities like Brandywine.

Automobiles and the expanding road and highway systems contributed to widespread suburbanization well beyond rail corridors after the first quarter of the 20th century. As development and population density increased in Prince George's County, new road networks were erected to ease the movement of goods and people. Extension of the Crain Highway to the Potomac and the completion of the Governor Harry W. Nice Memorial Bridge spanning the Potomac River Bridge near Pope's Creek in 1940 served to link Prince George's County with transportation networks from Florida to New York. In the late 1950s the State Roads Commission began widening the Crain Highway as part of the U.S. 301 project. Dualization of the roadway consisted of constructing two additional lanes while earlier two lanes remained to carry traffic in the opposite direction. The present alignment of U.S. 50 took shape during its original construction in the late 1950s and early 1960s. The Capital Beltway encircling the District of Columbia was completed through Prince George's County in 1964. Use of U.S. 301 for commercial traffic declined when Interstate 95 was completed during the late 1960s.

Built circa 1945, this vernacular house is not eligible for the National Register. Although it is an example of the residential development surrounding Brandywine, this resource lacks significance related to events, persons, or architecture. Criterion D, information potential, was not assessed for this study.

MARY E R CONNER
4770/746
32 94A
P 194

Q 90A.
P 225

AM - CHI, INC
5225/279
5.18 A
P/O P203

**BRANDYWINE
SPECIAL
LOCATION CENT.**

'A'

9284

P.7

GWYNN PARK

1052

P.102

GEORGE N.
SEMAN
5014/847
3 844

PTC

6505/438
4,54 A
P188

P 201

PG: 85A-72

M.N.C. & P.C
7432/330
60.97 A
P. 148

RT. 301 IND CPI LTD PARTNERSHIP.
7218 / 423 A 429
56.52 A.
P 42

P 266

BRADY WINE

6-1-0035
11500 Crain Highway
(PG)

6-1-0014
12100 Cherry Tree -
Crossing Road (PG)

G-1-0016
12400 Cherry Tree -
Crossing Road (PG)

G-1-0 004
12400 Crain
Highway (PG)

G-1-0022
12409 Crain
Highway (PG)

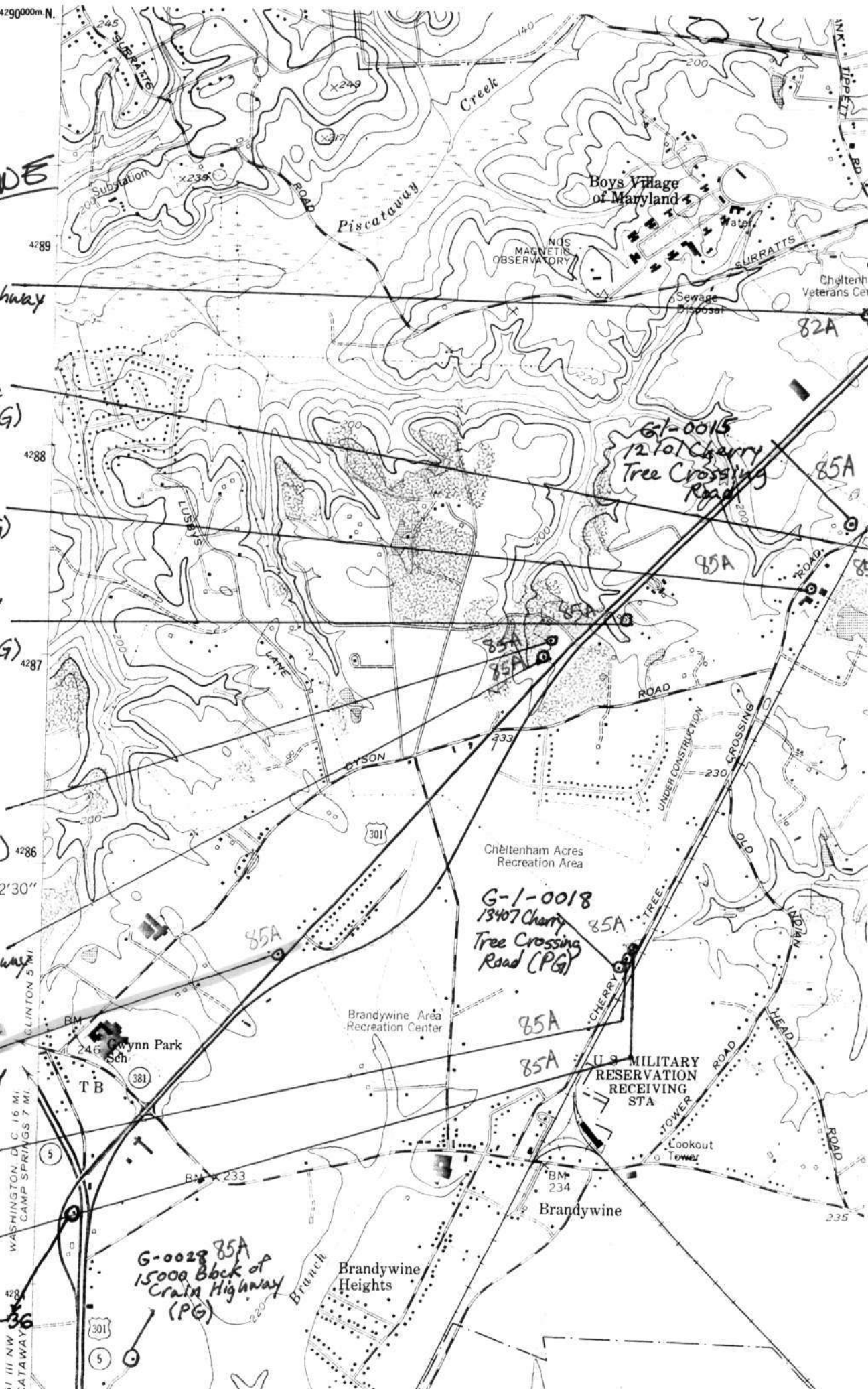
G-1-002/
12501 Grain High
(PG)

PG. 85A-72
~~PG. 85A-72~~
13401 Crain Highway
(PG)

G-1-0019-
13601 Cherry Tree
Crossing Rd. (PG)

G-1-0023
13403 Cherry Tree
Crossing Rd. (PG)
PG:85

G-0028 85A
15000 Block of
Crain Highway
(PG) 220





~~4-1-0003~~ PG: 85A-72

13401 Crain Highway, SW

Prince George's County, MD

Traceries

June 1999

MD SHPO

View looking west

1 of 1